

## Gain in Traffic Imposes Strain On Railroads

Period of Federal Control Marked by Heavy Increase Without Adequate Repair or Addition to Equipment

Some Reforms to Remain Private Owners to Benefit by Changes Adopted During War-Time Emergency

By Stanley Frost

WASHINGTON, March 1.—The Railroad Administration has handled the biggest traffic in American history, and done it with equipment which was already inadequate in 1917, and which practically has not been increased since, while now it is two years nearer complete disintegration. That is the answer the administration gives to charges of inefficiency. To do this it has exercised many powers which were reserved to private owners and disregarded many restrictions which hampered them under the old law. The new transportation act aims to permit the continuance of most of the reforms, and that are possible under private ownership.

The increase in traffic has been tremendous, and there has been a corresponding exercise of ingenuity to find ways of caring for it. Not all of these have appealed to the public, for many of them involved serious inconveniences and have sacrificed personal interests to the public welfare. This the private owners could not do. Neither could the private owners put into operation the centralized bureaus which have made many of the reforms, and at both points they were hampered not only by their own conflicting interests, which will remain now that the roads are back in their hands, but by laws which have very largely been altered.

Steady Gain in Passenger Travel

The increase has been steady, except for a few slumps that followed the armistice and the coal strike. In passenger travel there has been a progressive gain that has amounted to 33.6 per cent since 1915. In freight, the gain has been 10.5 per cent in 1918, and a drop to about the level of the 1916 figure, and below that of 1917, during the last year because of the slump. But there have been heavy seasonal peaks, in both years that have sent the monthly ton-mile figures past the forty billion mark and broken all records. These months were in August, 1918, and September, 1919.

In each case the traffic has been handled without serious congestion, so that the railroad administration can justly claim to have made the best use of the better equipped American railroad history. To do this it began at once by abolishing all the priority orders and other wartime restrictions, and by returning to private operation in 1917. The priority orders alone were a vexation beyond words. At the Pittsburgh gateway, for example, 85 per cent of all freight cars were closed to the public, and the rest were held in reserve for the government. There was a steady competition between government departments and bureaus of the same departments to get freight cars, and the result was a chaotic jumble of priorities and a constant delay at the gates of the shipyards and the docks. The priority orders alone were a vexation beyond words. At the Pittsburgh gateway, for example, 85 per cent of all freight cars were closed to the public, and the rest were held in reserve for the government. There was a steady competition between government departments and bureaus of the same departments to get freight cars, and the result was a chaotic jumble of priorities and a constant delay at the gates of the shipyards and the docks.

"Permit System" Effective

Another feature of Federal control was the "permit system" under which a car could not be loaded and started unless there was assurance that it could go through to its destination without becoming involved in congestion. This could be arranged only promptly when it arrived. This prevented congestion, avoided the use of cars for storage purposes and was of great benefit. But it did not prevent the shipper from being anxious to get his goods under way and from discounting his bill of lading to get cash for further business.

A measure used by the administration was to turn certain railroads and lines which were impossible under the old law was the diversion of traffic from one road to another, and the establishment of what was practically the system of freight pools that formerly had been illegal. This was done in 1917 and 1918 in the diversion of cars for "short routing" alone—to save haulage, and not with any plan of pooling of freight cars. The result was that 12,065,000 car miles were saved.

Other innovations of great value were the joint use of terminals, no matter by what road they were owned; the pooling of all cars and equipment and sending them where they were needed most, regardless of ownership; and the pooling of all repair facilities, both for cars and engines.

The results of these measures and of the speeding up of freight cars, which were carried on everywhere show in long runs of statistics, and in freight decreased. The average distance traveled by each car increased a trifle. The number of tons of freight carried on each train ran from 655 in 1917 and 682 in 1918 to 693 last year. The average load for each car was increased to 22.2 tons in 1918, though it dropped off again last year to 21.9 tons, when the public spirit induced by the war had died down. This was partly the fruit of a movement which the private owners of the railroads had been carrying on since 1912.

Decrease in Car Shortage

Another evidence of the saving made was to be seen in the shortage of cars. In November, 1917, just before the armistice, it was estimated that the shortage in railroad men's memory, the number was 141,466. On January 1, 1918, when the government took charge, it was 110,000, and on February 1, 1918, 122,000. Compared with this, there were only 7,000 cars short in November, 1919, and 6,000 on January 1 of this year, and 95,000 on February 1. The averages for the entire years cannot be compared fairly because the slump in traffic last spring piled up a surplus of 450,000 cars, the biggest on record.

Another test of efficiency of operation is in the number of "delayed" cars, which means all cars, whether loaded or empty, which have not been moved for twenty-four hours. In considering these figures it must be remembered that a car becomes a "delayed" car just as certainly if it is stuck in a snowdrift as if the railroad has failed to allow it to pass. Figures published regularly, but the following are all from semi-official sources: On January 1, 1918, when the government took charge, there were 141,466 "delayed" cars. On August 15, 1919, when the "heat movement" was under way, the number had risen to 67,178. Last New Year's day, with worse weather than a year previous, the number

was 74,847, and by February 6 last, when the full force of the winter was felt, it was 117,276. The "rock bottom" that railroad men like to think about is 30,000.

Something of the efficiency with which cars are distributed can be learned from the figures on the percentage of cars moved when empty. There is no money in idling around empty cars. During the war a good deal of this was done in the interests of getting vital supplies handled promptly. Under private ownership it is kept to the minimum. In 1917 there were 29.9 per cent of empty cars handled; in 1918, under the stress of the war, the percentage was 32.1, and last year it was reduced to 31.5 per cent.

"Bad Order" List Analyzed

One of the things with which the operating railroad man has to contend is the breaking down of cars which thereupon go on the "bad order" list. The size of this list is also a measure of the efficiency of the upkeep work, so the figures work both ways—they show the handicap upon the operating end and the deficiency of maintenance. The figures on this point are not quite satisfactory, for much depends on individual judgment as to when a car should go out for repairs, and it is admitted that a good many have been kept running beyond the point of wisdom, due to the attempt to meet immediate needs. This is a condition which had already arisen during 1917.

In that year the "bad order" cars averaged about 5.5 per cent; in 1918 they had risen to 6.45 per cent of all cars on the rails, and last year the figure was close to 7 per cent, partly owing to long delays in repairs during the shipmen's strike. Great efforts were made to catch up on this, and on February 21 the percentage was 6.1. This included 13,275 cars which Mr. Hines reports were not worth repairing.

There is one item of increased efficiency of which the railroad administration is particularly proud. That is a cash saving of \$45,798,000 through the more scientific burning of coal in the engines. This gain followed a campaign which had sacrificed the firemen and is steadily increasing.

The next article will deal with the factors of safety, loss and damage and similar tests of government operation.

## Union Chiefs Debate Reply To President

Continued from page 1

serious car shortage throughout the country. The seriousness of this was emphasized by the fact that the Director General Hines, who called attention to the fact that the demoralization of traffic attendant upon the coal strike had come at the very time when the movement of the railroads had attained its maximum proportions.

In this connection Mr. Hines, who took over to-day the direction of the railroad administration, was in conference on the question of disposing of the large quantity of rolling stock purchased by the government on its own account during the war. An element of relief will be afforded after the new rates are established by the virtue of the fact that the government's share of the excess earnings of the prosperous roads over 5 per cent will be partly used in purchasing equipment to be leased out to roads needing it.

## Roads Here Return Without Friction

Revival of Competition Will Be First Notice to Public of Restoration

Painters were busy yesterday obliterating the words "Federal control" from the doors of almost every railroad office in New York. Only at the threshold of a long row of rooms in the Grand Central Terminal was the lettering left untouched. A. T. Hardin, who, since January 1, 1918, had occupied the offices as Eastern regional director, abandoned them before daylight to resume his pre-war position of vice-president of the New York Central Railroad.

Without so much as a scratch of a pen Mr. Hardin had turned back to private control seventy-five railroads, which extend over 38,000 miles in the region east of Chicago and north of the Baltimore & Ohio and Pennsylvania systems, and which employ 424,000 workers.

The mere surrender of the offices constituted all the formality of the transition of the lines from Federal to private control. Officials said that President Wilson's proclamation fixing the date for the return of the roads was accepted as official notification.

Competition Begins at Once

So far as the public was concerned there was no perceptible difference in conditions overnight. "The only change the average person will notice for the present will be the reappearance of freight and passenger service," said an official of the Association of Railroad Executives. "This means that competition has returned. It means also that the public will be invited to travel instead of being discouraged from boarding trains, as was the case under Federal control. Competition will be based, not on rates, which are fixed by the government, but on better service and faster trains."

Railroad men believe it will take considerable time to get the roads re-established on the old basis.

"Our system resumes active management of its property with a determination to do its full part in restoring to the public the transportation service it has come to expect," said E. E. Loomis, president of the Lehigh Valley Railroad. "It is not possible to accomplish this overnight. Aside from other considerations, the severe weather has complicated matters and a big task is before managers in placing their lines on a basis of pre-war efficiency. With a full realization of our responsibility we have made a start toward resuming our former service."

Members of the General Managers' Association, which includes officials of all the lines east of Pittsburgh and north of the Potomac, yesterday effected a reorganization. E. M. Rice, vice-president and general manager of the Delaware, Lackawanna & Western, was elected chairman; C. L. Bardo, general manager of the New York, New Haven & Hartford, was made vice-chairman.

Underwood for Lower Fares A plea for lower passenger rates and a readjustment of freight rates in such manner as to provide "equitable distribution" of revenue from commodity tariffs was made by Frederick D. Underwood, president of the Erie Railroad, yesterday. He predicted that one of the first benefits to be noticed by the public will be more efficient service.

"I am opposed to class freight rates," Mr. Underwood said, "and I think passenger fares. In fact, I think passenger fares should be reduced to two

## Decision on Rail Strike Thursday

DETROIT, March 1.—General chairman and executive officers of the United Brotherhood of Maintenance of Way Employees and Railway Shop Laborers are to meet in Chicago on Thursday, to decide the strike issue, action on which was postponed indefinitely two weeks ago at the request of President Wilson, it was announced to-night.

Allan E. Barker, grand president of the brotherhood, would not say that a strike was probable, but he asserted that the temper of the members of the brotherhood was in favor of such action.

cents a mile throughout the country, except perhaps on certain lines serving a limited territory and upon which there are peculiar conditions. The roads and the public in time will come to understand that these great enterprises can best prosper and the public best be served and protected by commodity freight rates.

"The passenger fare is a direct tax on the people," said the grand president, "to the individual, and almost nothing. For instance, a man doesn't worry particularly if he has paid six cents freight on his overcoat, but if he has to pay \$5 or \$6 more for his old home he thinks he is being robbed. Commodity freight rates impose the least tax on the things in nature and the higher tax on commodities of comparatively limited use."

The public is going to benefit under private control, Mr. Underwood continued, through the reawakening of competition among the railroads. The individual responsibility of railroads, he said, will be enlivened.

## Cape Cod Canal Closed In Ownership Dispute

Coolidge Appeals to Secretary Baker to Continue Operation to Relieve Coal Shortage

BUZZARDS BAY, Mass., Mar. 1.—The Cape Cod Canal was closed to-day as a result of a controversy over its ownership. Pilots and bridge tenders were without orders from the canal administration relinquishing the canal at midnight, and the Boston, Cape Cod & New York Canal Company, former owners, had issued no orders to-day to resume operations.

Eight vessels anchored off the canal entrances during the day, seeking passage. Captain H. F. Colberth, general manager, said the canal would not be opened without definite instructions. These, he hoped, would be forthcoming to-morrow as a result of Governor Coolidge's request to Washington for continuation of canal operation.

The difference between the government and the canal company grew out of the question of the value of the canal. Unable to agree on a purchase price, the government seized the canal by the right of eminent domain and entered suit to have a jury fix the price. The jury set the value of the canal at \$16,861,000. The government had offered \$8,250,000. In a report made to the jury award was taken and is now pending.

BOSTON, March 1.—Governor Coolidge sent to Secretary of War Baker a telegram to-day asking that the canal be continued in operation by the government to relieve the coal shortage. "I believe it is of vital importance to keep this waterway open to aid in providing coal for New England," the message said. "Cannot government control the canal until freight congestion is relieved by mild weather?"

Counsel for the canal company, in its petition filed with the Federal court, asked for the entry of a final judgment that the canal be continued in operation in accordance with the jury's verdict.

## Roads Plan Sweeping Changes to Improve Service; Some Begun

Special Dispatch to The Tribune

PITTSBURGH, March 1.—Revisions and changes which are expected greatly to improve both freight and passenger service were being put into effect to-day by railroads entering Pittsburgh a few hours after the roads had been turned back to private ownership by the Federal Railroad Administration.

Changes planned by the Pennsylvania Railroad are the greatest and most far-reaching, although the Baltimore & Ohio, the Pittsburgh & Lake Erie and the Washab also will change their methods of operation to better the service and overcome the car shortage that has crippled mines and industrial plants.

Dissolution of the dividing line between the Pennsylvania Lines East and the Pennsylvania Lines West and extension of the regional district from Altoona to Columbus on the north, west, and from Altoona to Crestline, on the northwest, will do much toward improving service on the road, officials declared. R. L. O'Donnel, to-day took charge of this region, with offices in Pittsburgh.

Improvements to railroad properties in Pittsburgh already mapped out will be started as soon as financial arrangements can be completed.

## Equipment Returned To Owners Below The Usual Standard

Special Dispatch to The Tribune

ST. LOUIS, March 1.—Vice-President McKee of the Pennsylvania lines to-day made the following statement regarding the return of the lines to private ownership:

"As to the condition in which we find

our property upon its return to railroad management, I must frankly admit that neither its roadbed nor equipment is up to the usual standard, as a result of war conditions and the crisis through which the nation has passed.

"Our facilities have not kept pace with the growth of industry and until additional cars, locomotives, tracks and terminals can be provided an earnest effort will be made to utilize the present facilities to the fullest possible extent."

Shippers and travelers are expecting a number of changes in accommodations at an early date. They expect to have more privileges with regard to routing freight than were extended under government control. The soliciting of business also will be resumed, and summer folders and special rates for the formation of a new resumption of competition and the things that go with it already have begun, as officials had prepared for it in advance.

## Pennsylvania Railroad Seeks to Establish a Permanent Wage Court

Special Dispatch to The Tribune

PHILADELPHIA, March 1.—The first day of private operation of railroads brought overtures from the Pennsylvania Lines to its employees looking to the establishment of a permanent tribunal for the adjustment of wage disputes.

A meeting of representatives of the road's shop crafts and other employees will take place to-morrow to discuss with President Samuel Rea and Vice-President G. E. Peck the formation of a board of employers and employees to which appeals would be made.

Whether the Pennsylvania and its employees will take independently or whether there will be a joint commission with the Philadelphia & Reading will be decided at to-morrow's meeting. The Pennsylvania Lines is the first to take up adjustment of wage disputes.

## Jersey Cities to Fight Advance in Tube Fare

Hoboken and Jersey City People Will File Protest Against 8-Cent Rate

Residents of Hoboken and Jersey City declared yesterday they would fight vigorously the proposed increases in fares which the Hudson & Manhattan Railroad Company announced Sunday would be put into effect on the Hudson tubes on April 4. The company has filed with the Interstate Commerce Commission a schedule for an eight-cent fare, except between stations in Hoboken and Jersey City and between stations in Manhattan.

Various New Jersey organizations are determined to file a protest with the commission. The Hoboken Chamber of Commerce called a meeting for Thursday to discuss the rate question. R. F. Malin, the manager, said the proposed increases in some instances would amount to 60 per cent. "This is beyond reason," he said. "Hoboken people are dependent on the tubes to get to and from their work in Manhattan. They cannot stand the increase."

Jersey City expects to voice its protest at a City Council meeting this afternoon. Oren Root, president of the Hudson & Manhattan Railroad Company, yesterday issued a statement explaining the proposed financial condition of the company. He said that the proposed schedule would increase fares from five to eight cents the fare from the Hudson Terminal, in Manhattan, to Jersey City or Hoboken and from seven to eight cents the fare from the Sixth Avenue, Manhattan, to Jersey City or Hoboken.

## Business Men Declare War Against Radicalism

Representatives of 18 States at St. Louis Conference Act to Combat Bolshevism

ST. LOUIS, March 1.—Business men from eighteen states met here to-day and declared war on radicalism. The conference was called by the Commercial Federation of California to discuss plans for combating Bolshevism and kindred doctrines, and to arouse apathetic and indifferent citizens to a realization of their patriotic duty as Americans.

The conference will continue through to-morrow. Delegates asserted action probably would be taken against candidates for public office who stand for class legislation.

States represented follow: Colorado, Nebraska, North and South Dakota, Minnesota, Illinois, Iowa, Kansas, Missouri, Ohio, West Virginia, Kentucky, Oklahoma, Texas, Louisiana, Mississippi, California and Missouri.

Speakers asserted the organization must work in the forthcoming political campaign to prevent such organizations as the American Federation of Labor, the Nonpartisan League and the People's League from gaining control of the next Congress. S. H. Halstead, of Pasadena, in an address said: "The American Federation of Labor to-day is the most dangerous force in American politics and we want this organization to become large enough and strong enough to combat the Federation of Labor by removing the fear of that body from the minds of our politicians and office holders."

Many impromptu speeches were delivered. All speakers were vehement in denouncing Bolshevism and kindred doctrines.

## Bela Kun Back in Hungary

LONDON, March 1.—Official advices received here reported that Bela Kun, the former Communist dictator of Hungary, and several of his henchmen have escaped from Austria, to which country they fled when the Hungarian counter-revolution became successful last summer.

They are reported as having returned to Hungary, and it is feared in official quarters that they will attempt to regain power. Their presence in Hungary, any rate, is considered a menace to the present régime in that country.

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## Arnstein Fails Again to Show Self in Court

Three Detectives Who Left Last Friday in Quest of Alleged "Master Mind" Still To Be Heard From

But He May Arrive To-day

Also Hinted That Fugitive May Have Changed Mind; Miss Brice Breaks "Date"

Important developments expected yesterday in the alleged plot to rob Wall Street banks and brokerage houses of \$5,000,000 worth of bonds failed to materialize. Jules W. Arnstein, known to Broadway as "Nicky" and until yesterday cast by the police in the role of the master plotter behind the bond thefts, did not keep his engagement with Judge Malone in General Sessions to plead to an indictment charging him with having criminally received \$42,000 worth of stolen securities.

Judge Malone dispensed justice all day long with a firm and even hand, but when he knocked off work late in the afternoon "Nicky" had not appeared and had neglected even to send his regrets.

Up on the third floor of the Criminal Courts Building, Assistant District Attorney John T. Dooling waited patiently from early morning until late last night for the wandering "Nicky" to darken his doorway. He even had his meals served at his desk in order that his waiting might not be interrupted. Attorney Swann's office ticked on inexorably and the minutes crept on and the day faded into night without so much as a picture of a card coming from the phantom Arnstein.

## Movie Men Out in Force

The first rays of the rising sun had not begun to silhouette the skyline of the Ghetto when a battalion of movie men swooped down on the Criminal Courts Building and took up positions flanking all its entrances. Miles of sensitive film were waiting to be unrolled on "Nicky" the moment he appeared, and the operators, with their caps raised, stood manfully by their machines waiting to record his every movement. They waited until darkness made photography an uncertain business, and then they held their breath for his entrance. The stars came out and gave them the laugh.

Old inhabitants in the vicinity of the courts declared that it was the greatest concentration of photographic artillery that had been seen in that section since the Thaw trial.

Further up the street, at Police Headquarters, Deputy Commissioner Lahey also was waiting. His capacity for indefatigable patience was said to match that of Mr. Dooling and every movie man. All day and far into the night he waited and wondered what the elusive "Nicky" and the three detectives would do to-morrow morning before Judge Malone. "I don't know where he is now or from what direction he is coming, but I feel sure that he will be here before many hours have elapsed."

Practically the same sentiments were expressed by Commissioner Lahey. While nothing has been heard from the three detectives, all of whom have been assigned to the case, the police circles for their safety. The authorities feel certain that they will return eventually, and it was pointed out for the benefit of a Tribune reporter that, even though the men might be lost, each one carried a number of identification with him that would sooner or later lead to his being returned to Police Headquarters.

Attention was called to the fact that the men left the city last Friday night under rather disconcerting circumstances. All they knew at that time was that they were on their way, but they had not the slightest idea where they were going. It was William J. Fallon and one of the lawyers for Arnstein, led the detectives to Pennsylvania Station, bought four luggage books and said: "Let's go."

Outside of that one cryptic remark he said nothing. From that moment all trace of the party was lost. One hope for the early return of the Arnstein expeditionary force is based on the belief that one of the detectives had the foresight to tear up any unserved warrants he might have in his pockets and leave behind him a long white trail of scraps of paper.

William J. Fallon reported yesterday that he had received a mysterious message from McGee, in which the latter stated that the party had encountered some difficulty in getting in personal touch with Arnstein. The message said, according to Fallon, that Arnstein had found it advisable to keep on the move, and when the expeditionary force

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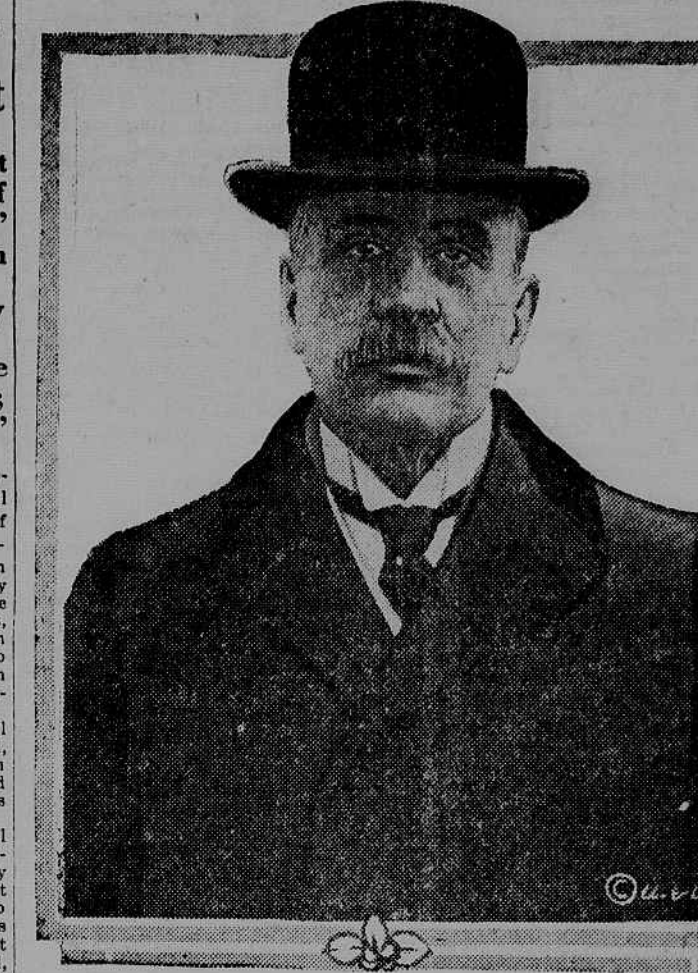
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## Canada's Premier Arriving on Carmania



He arrived in New York yesterday on the liner Carmania from Liverpool.

reached the exact latitudinal and longitudinal spot where the "master mind" was supposed to be it was found that he had departed without leaving his address.

Miss Brice Fails to Appear

It is pointed out that while Arnstein wants to give himself up he doesn't intend to do so indiscriminately. He is rendering, and the authorities here believe that it was the closing in of Federal and private sleuths that forced him to abandon the spot in which he was supposed to have met McGee. Mr. Fallon is sure, however, that McGee and Arnstein have succeeded in connecting and are now on their way to New York.

District Attorney Swann issued a statement last night in which he declared the publicity being given the case. He said all of the talk about Arnstein being accorded any favoritism was "rot and a scheme to attract Fannie Brice free theatrical advertising."

"I want to take this drama and glamor of romance off the Arnstein case," said Mr. Swann. "The minute he is arrested, whether it be Pittsburgh, Atlantic City or any other place, the handcuffs will be slapped on his wrists and he will be led through the streets like any other crook."

Fannie Brice, stage star and wife of the vanishing Arnstein, failed to appear yesterday before Alexander Gilchrist, Federal commissioner in bankruptcy, and this caused another hitch in the business of unraveling the great bond plot. Miss Brice was due at the Federal Building at 2 o'clock, an hour she had fixed herself in order that her beauty sleep might not be interfered with, but Moses H. Grossman, her attorney, appeared for her and asked that the examination of his client be postponed until noon to-day. His request was granted.

Two unofficial explanations were offered for Miss Brice's failure to appear. One was that she was waiting for her husband to return and the other that Ned Wayburn had decided to have a rehearsal at the hour set for the Arnstein bankruptcy proceedings. The examination of the actress began last week, is being conducted with a view to ascertaining what she knows of her husband's financial activities.

This investigation is being made under the direction of Saul S. Myers, attorney for the National Surety Company, which has filed an involuntary petition in bankruptcy against Arnstein on the ground that it has been compelled to reimburse banks and brokerage houses for losses due to bond thefts alleged to have been planned by him.

Jack Weir, a clerk in the law department of the Western Union, was called by Mr. Myers in yesterday's proceedings and he produced a score of telegrams that have passed between this city and Cleveland since February 10. They were read into the record, but subsequent investigations by District Attorney's office indicated that only a few of them might have any bearing on the Arnstein case. One message signed F. Arnold, an alias which Arnstein has used frequently, was found to have no connection with the bond plot.

Several of the telegrams contained messages exchanged between Philip P. Castell and S. P. Strong, a Cleveland lawyer. They were framed in cryptic phrases and only a few of them carried any obvious meaning.

Mr. Dooling said last night that Strong had been questioned in the District Attorney's office in relation to bond thefts and that Castell is now under indictment on a grand larceny

## U. S. and British Can Avert Wars Asserts Borden

Anglo-American Alliance for World Peace Is Favored by Canadian Premier in Address on Liner

Predicts More Harmony

Dominion Leader Met by Cabinet Ministers on His Arrival From England

Sir Robert L. Borden, Premier of Canada, who arrived here yesterday from Liverpool on the Cunard liner Carmania, told the saloon passengers in an address delivered at the ship's concert in the run across the Atlantic that close cooperation between Great Britain and the United States could prevent wars.

When he came ashore Sir Robert said he had no impressions he cared to convey, but when shown a transcript of his speech he read it carefully and corrected what he described as several errors.

Bespoke Unity of Nations

His address dealt with the responsibilities of individuals to a nation and the responsibilities of the nation to the world at large. At the conclusion of his speech the Premier said that the united action of Great Britain and the United States could have prevented the World War, and that it was up to the two great English-speaking nations to prevent future wars by harmonious cooperation.

The nation's responsibilities, he said, were founded upon the duties of the individual, and the purposes, endeavors and actions of all within the state should be the same. No individual, he said, could divest himself of this responsibility within a democracy.

"Perhaps the greatest result," said the Premier, "that the world can expect from the horror and drain of the recent